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THE ALABAMA AND THE KEARSARGE.

AN ACCOUNT

OF THE

Naval Engagement in the British Channel,

ON SUNDAY, JUNE 19th, 1864,

FROM INFORMATION FURNISHED TO THE WRITER BY THE WOUNDED AND
PAROLED PRISONERS OF THE CONFEDERATE PRIVATEER "ALABAMA,"

THE OFFICERS OF THE UNITED STATES SLOOP-OF-WAR
"KEARSARGE," AND CITIZENS OF CHERBOURG.

BY

FREDERICK MILNES EDGE.

PHILADELPHIA:

KING & BAIRD, PRINTERS, 607 Sansom Street.

1868.





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THE ALABAMA AND THE KEARSARGE.

THE importance of the engagement between the United States Sloop-of-war, Kearsarge, and the Confederate Privateer, Alabama, cannot be estimated by the size of the two vessels. The conflict off Cherbourg on Sunday, the 19th of June, was the first decisive engagement between shipping propelled by steam, and the first test of the merits of modern naval artillery. It was, moreover, a contest for superiority between the ordnance of Europe and America, whilst the result furnishes us with *data* wherefrom to estimate the relative advantages of rifled and smooth-bore cannon at short range.

Perhaps no greater or more numerous misrepresentations were ever made in regard to an engagement than in reference to the one in question. The first news of the conflict came to us enveloped in a mass of statements, the greater part of which, not to use an unparliamentary expression, was diametrically opposed to the truth; and although several weeks have now elapsed since the Alabama followed her many defenceless victims to their watery grave, these misrepresentations obtain as much credence as ever. The victory of the Kearsarge was accounted for, and the defeat of

the Alabama excused or palliated upon the following principal reasons :

1. The superior size and speed of the Kearsarge.
2. The superiority of her armament.
3. The chain-plating of her sides.
4. The greater number of her crew.
5. The unpreparedness of the Alabama.
6. The assumed necessity of Captain Semmes' accepting the challenge sent him (as represented) by the commander of the Kearsarge.

Besides these misstatements there have been others put forth, either in ignorance of the real facts of the case, or with a purposed intention of diminishing the merit of the victory by casting odium upon the Federals on the score of inhumanity. In the former category must be placed the remarks of the *Times* (June 21st); but it is just to state that the observations in question were made on receipt of the first news, and from information furnished probably by parties unconnected with the paper, and desirous of palliating the Alabama's defeat by any means in their power. We are informed in the article above referred to that the guns of the latter vessel "had been pointed for 2,000 yards, and the second shot went right through the Kearsarge," whereas no shot whatever went through as stated. Again, "the Kearsarge fired about 100 (shot), chiefly 11-in. shell," the fact being that not one-third of her projectiles were of that calibre. Further on we find—"The men (of the Alabama) were all true to the last; they only ceased firing when the water came to the muzzles of their guns." Such a declaration as this is laughable in the extreme: the Alabama's guns were all on the spar-deck, like those

of the Kearsarge; and, to achieve what the *Times* represents, her men must have fought on until the hull of their vessel was two feet under water. The truth is—if the evidence of the prisoners saved by the Kearsarge may be taken—Captain Semmes hauled down his flag immediately after being informed by his chief engineer that the water was putting out the fires; and, within a few minutes, the water gained so rapidly on the vessel that her bow rose slowly in the air, and half her guns obtained a greater elevation than they had ever known previously. It is unfortunate to find such cheap-novel style of writing in a paper which at some future period may be referred to as an authoritative chronicler of events now transpiring.

It would be too long a task to notice all the numerous misstatements of private individuals, and of the English and French press in reference to this action: the best mode is to give the facts as they occurred, leaving the public to judge by internal evidence on which side the truth exists.

Within a few days of the fight, the writer of these pages crossed from London to Cherbourg for the purpose of obtaining by personal examination full and precise information in reference to the engagement. It would seem as though misrepresentation, if not positive falsehood, were inseparable from every thing connected with the Alabama, for, on reaching the French naval station, he was positively assured by the people on shore that nobody was permitted to board the Kearsarge. Preferring, however, to substantiate the truth of these allegations from the officers of the vessel themselves, he hired a boat and sailed out to the sloop, receiving on his arrival an immediate and polite reception from Captain Winslow and his gallant

subordinates. During the six days he remained at Cherbourg, he found the Kearsarge open to the inspection, above and below, of any and every body who chose to visit her; and he frequently heard surprise expressed by English and French visitors alike that representations on shore were so inconsonant with the truth of the case.

I found the Kearsarge lying under the guns of the French ship-of-the-line "Napoleon," two cables' length from that vessel, and about a mile and a half from the harbor; she had not moved from that anchorage since entering the port of Cherbourg, and no repairs whatever had been effected in her hull since the fight. I had thus full opportunity to examine the extent of her damage, and she certainly did not look at all like a vessel which had just been engaged in one of the hottest conflicts of modern times.

SIZE OF THE TWO VESSELS.

The Kearsarge, in size, is by no means the terrible craft represented by those who, for some reason or other, seek to detract from the honor of her victory; she appeared to me a mere yacht in comparison with the shipping around her, and disappointed many of the visitors who came to see her. The relative proportions of the two antagonists were as follows:

	ALABAMA.	KEARSARGE.
Length over all.....	220 feet.	232 feet.
Length of keel.....	210 "	198½ "
Beam.....	32 "	33 "
Depth.....	17 "	16½ "
Horse power, 2 engines of.....	300 each.	400 h. p.
Tonnage.....	1,040	1,031*

* The Kearsarge has a four-bladed screw, diameter twelve feet nine inches with a pitch of twenty feet.

The Alabama was a barque-rigged screw propeller, and the heaviness of her rig, and, above all, the greater size and height of her masts, would give her the appearance of a much larger vessel than her antagonist. The masts of the latter are disproportionately low and small; she has never carried more than top-sail yards, and depends for her speed upon her machinery alone. It is to be questioned whether the Alabama, with all her reputation for velocity, could, in her best trim, outsteam her rival. The log-book of the Kearsarge, which I was courteously permitted to examine, frequently shows a speed of upwards of fourteen knots the hour, and her engineers state that her machinery was never in better working order than at the present time. I have not seen engines more compact in form, nor, apparently, in finer condition; looking in every part as though they were fresh from the workshop, instead of being, as they are, half through the third year of the cruise.

Ships-of-war, however, whatever may be their tonnage, are nothing more than platforms for carrying artillery. The only mode by which to judge of the strength of the two vessels is in comparing their armaments; and herein we find the equality of the antagonists as fully exemplified as in the respective proportions of their hulls and steam-power. The armaments of the Alabama and Kearsarge were as follows:

ARMAMENT OF THE ALABAMA.

One seven-inch Blakely rifle.

One eight-inch smooth-bore (sixty-eight-pounder).

Six thirty-two-pounders.

ARMAMENT OF THE KEARSARGE.

Two eleven-inch smooth-bore guns.

One thirty-pounder rifle.

Four thirty-two-pounders.

It will therefore be seen that the Alabama had the advantage of the Kearsarge—at all events in the number of her guns; whilst the weight of the latter's broadside was only some twenty per cent. greater than her own. This disparity, however, was more than made up by the greater rapidity of the Alabama's firing, and, above all, by the superiority of her artillerymen. The *Times* informs us that Captain Semmes asserts, "he owes his best men to the training they received on board the 'Excellent;'" and trained gunners must naturally be superior to the volunteer gunners on board the Kearsarge. Each vessel fought all her guns, with the exception in either case of one thirty-two-pounder, on the starboard side; but the struggle was really decided by the two eleven-inch Dahlgren smooth-bores of the Kearsarge against the seven-inch Blakely rifle and the heavy sixty-eight-pounder pivot of the Alabama. The Kearsarge certainly carried a small thirty-pounder rifled Dahlgren in pivot on her forecastle, and this gun was fired several times before the rest were brought into play; but the gun in question was never regarded as aught than a failure, and the Ordnance Department of the United States Navy has given up its manufacture.

THE CHAIN-PLATING OF THE KEARSARGE.

Great stress has been laid upon the chain-plating of the Kearsarge, and it is assumed by interested parties that, but for this armor, the contest would have resulted differently. A pamphlet lately published in this city, entitled "The Career of the Alabama,"* makes the following statements :

"The Federal Government had fitted out the Kearsarge, a new vessel of great speed, *iron-coated*," &c. (p. 23.)

"She," the Kearsarge, "appeared to be *temporarily* plated with iron chains." (p. 38.) (In the previous quotation, it would appear she had so been plated by the Federal Government : both statements are absolutely incorrect, as will shortly be seen.)

"It was frequently observed that shot and shell struck against the Kearsarge's side, and harmlessly rebounded, bursting outside, and doing no damage to the Federal crew.

"Another advantage accruing from this was that it sank her very low in the water, so low in fact, that the heads of the men who were in the boats were on the level of the Kearsarge's deck." (p. 39.)

"As before observed, the sides of the Kearsarge *were trailed all over with chain cables*." (p. 41.)

The author of the pamphlet in question has judiciously refrained from giving his name. A greater number of more unblushing misrepresentations never were contained in an equal space.

In his official report to the Confederate Envoy, Mr. Mason, Captain Semmes makes the following statements :

"At the end of the engagement, it was discovered by those of our officers who went alongside the enemy's ship with the wounded, that her midship section on both sides was thoroughly iron-coated ; *this having been done with chain constructed for the purpose, (!)* placed per-

* The Career of the Alabama, "No. 290," from July 29, 1862, to June 19, 1864. London : Dorrell and Son.

pendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction (!) by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section from penetration.

"The enemy was heavier than myself, both in ship, battery and crew, *but I did not know until the action was over that she was also iron-clad.*"

"Those of our officers who went alongside the enemy's ship with our wounded." As soon as Captain Semmes reached the Deerhound, the yacht steamed off at full speed towards Southampton, and Semmes wrote his report of the fight either in England, or on board the English vessel. Probably the former, for he dates his communication to Mr. Mason "Southampton, June 21, 1864." How did he obtain intelligence from those of his officers "who went alongside the enemy's ship," and who would naturally be detained as prisoners of war? It was impossible for anybody to reach Southampton in the time specified; nevertheless he did obtain such information. One of his officers—George T. Fullam, an Englishman unfortunately—came to the Kearsarge in a boat at the close of the action, representing the Alabama to be sinking, and that if the Kearsarge did not hasten to get out boats to save life, the crew must go down with her. Not a moment was to be lost, and he offered to go back to his own vessel to bring off prisoners, pledging his honor to return when the object was accomplished. After picking up several men struggling in the water, he steered directly for the Deerhound, and on reaching her actually cast his boat adrift. It was subsequently picked up by the Kearsarge. Fullam's name appears amongst the list

of "saved" by the Deerhound; and he, with others of the Alabama's officers who had received a similar permission from their captors, and had similarly broken their troth, of course gave the above information to their veracious captain.

The chain-plating of the Kearsarge was decided upon in this wise. The vessel lay off Fayal towards the latter part of April, 1863, on the lookout for a notorious blockade-runner, named the "Juno." The Kearsarge being short of coal, and fearing some attempts at opposition on the part of her prey, the first officer of the sloop, Lieutenant-Commander James S. Thornton, suggested to Captain Winslow the advisability of hanging her spare anchor-cable over her sides, so as to protect her midship section. Mr. Thornton had served on board the flag-ship of Admiral Farragut, the "Hartford," when she and the rest of the Federal fleet ran the forts of the Mississippi to reach New Orleans; and he made the suggestion at Fayal through having seen the advantage gained by it on that occasion. I now copy the following extract from the log-book of the Kearsarge:

"HORTA BAY, FAYAL, *May 1st.* 1863.

"*From 8 to Merid.* Wind E.N.E. (F. 2). Weather b. c. Strapped, loaded, and fused (5 sec. fuse) 13 XI-inch shell. Commenced armor-plating ship, using sheet chain. Weighed kedge anchor.

(Signed,)

"E. M. STODDARD.

"Acting Master."

This operation of chain-armoring took three days, and was effected without assistance from the shore and at an expense of material of seventy-five dollars, (£15.) In order to make the addition less unsightly,

the chains were boxed over with inch-deal boards, forming a case or box, which stood out at right angles from the vessel's sides. This box would naturally excite curiosity in every port where the Kearsarge touched, and no mystery was made as to what the boarding covered. Captain Semmes was perfectly cognizant of the entire affair, notwithstanding his shameless assertion of ignorance; for he spoke about it to his officers and crew several days prior to the 19th of June, declaring that the chains were only attached together with rope-yarns, and would drop into the water when struck with the first shot. I was so informed by his own wounded men lying in the naval hospital at Cherbourg. Whatever might be the value for defence of this chain-plating, it was only struck once during the engagement, so far as I could discover by a long and close inspection. Some of the officers of the Kearsarge asserted to me that it was struck twice, whilst others deny that declaration: in one spot, however, a thirty-two-pounder shot broke in the deal covering and smashed a single link, two-thirds of which fell into the water. The remainder is in my possession, and proves to be of the ordinary five and a quarter-inch chain. Had the cable been struck by the rifled one hundred and twenty-pounder instead of by a thirty-two, the result might have been different; but in any case the damage would have amounted to nothing serious, for the vessel's side was hit five feet above the water-line and nowhere in the vicinity of the boilers or machinery. Captain Semmes evidently regarded this protection of the chains as little worth, for he might have adopted the same plan before engaging the Kearsarge; but he confined himself to

taking on board one hundred and fifty tons of coal *as a protection to his boilers*, which, in addition to the two hundred tons already in his bunkers, would bring him pretty low in the water. The Kearsarge, on the contrary, was deficient in her coal, and she took what was necessary on board during my stay at Cherbourg.

The quantity of chain used on each side of the vessel in this much-talked-of armoring is only one hundred and twenty fathoms, and it covers a space amidships of forty-nine feet six inches in length, by six feet two inches in depth. The chain, which is single, not double, was and is stopped to eye-bolts with rope-yarn and by iron dogs.* Is it reasonable to suppose that this plating of one and seven-tenths-inch iron (the thickness of the links of the chain) could offer any serious resistance to the heavy sixty-eight-pounder and the seven-inch Blakely rifle of the Alabama—at the comparatively close range of seven hundred yards? What then becomes of the mistaken remark of the *Times* that the Kearsarge was “provided, as it turned out, with some special contrivances for protection,” or Semmes’ declaration that she was “iron-clad?” “The Career of the Alabama,” in referring to the chain-plating, says: “Another advantage accruing from this was that it sank her very low in the water, so low in fact, that the heads of the men who were in the boats were on the level of the Kearsarge’s deck.” It is simply ridiculous to suppose that the weight of two hundred and forty fathoms of chain could have any such effect upon a vessel of one thou-

* There was nothing whatever between the chain and the ship’s sides.

sand tons burden; whilst, in addition, the cable itself was part of the ordinary gear of the ship. Further, the Kearsarge was deficient in seventy tons of coal of her proper supply at the time of action, while the Alabama had three hundred and fifty tons on board.

The objection that the Alabama was short-handed does not appear to be borne out by the facts of the case; while, on the other hand, a greater number of men than were necessary to work the guns and ship would be more of a detriment than a benefit to the Kearsarge. The latter vessel had twenty-two officers on board, and one hundred and forty men: the Alabama is represented to have had only one hundred and twenty in her crew, (Mr. Mason's statement,) but if her officers be included in this number, the assertion is obviously incorrect, for the Kearsarge saved sixty-seven,* the Deerhound forty-one, and the French pilot-boats 12, and this, without mentioning the thirteen accounted for as killed and wounded,† and others who went down with the ship. If Captain Semmes' representations were correct in regard to his being short-handed, he certainly ought not to be trusted with the command of a vessel again, however much he may be esteemed by some parties for his Quixotism in challenging an antagonist—to use his own words—“heavier than myself both in ship, battery, and crew.”

The asserted unpreparedness of the Alabama is about as truthful as the other representations, if we may take Captain Semmes' report, and certain facts, in rebutting evidence. The Captain writes to Mr. Mason, “I cannot deny myself the pleasure of saying

* Including three dead.

† See page 41.

that Mr. Kell, my First Lieutenant, deserves great credit for the fine condition the ship went into action;" but if Captain Semmes were right in the alleged want of preparation, he himself is alone to blame. He had ample time for protecting his vessel and crew in all possible manners; he, not the Kearsarge, was the aggressor; and but for his forcing the fight the Alabama might still be riding inside Cherbourg breakwater. Notwithstanding the horrible cause for which he is struggling, and the atrocious depredations he has committed upon helpless merchantmen, we can still admire the daring he evinced in sallying forth from a secure haven and gallantly attacking his opponent; but when he professes ignorance of the character of his antagonist, and unworthily attempts to disparage the victory of his foe, we forget all our first sympathies, and condemn the moral nature of the man as he has forced us to do his judgment.

Nor must it be forgotten that the Kearsarge has had fewer opportunities for repairs than the Alabama, and that she has been cruising around in all seas *for a much longer period than her antagonist*.* The Alabama, on the contrary, had lain for many days in Cherbourg, and she only steamed forth when her Captain supposed her to be in at all events as good a condition as the enemy.

THE CHALLENGE.

Finally, the challenge to fight was given by the Alabama to the Kearsarge, not by the Kearsarge to

* The Kearsarge started on her present cruise the 4th of February, 1862; the Alabama left the Mersey at the end of July following.

the Alabama. "The Career of the Alabama," above referred to, makes the following romantic statement:

"When he (Semmes) was challenged by the commander of the Kearsarge, everybody in Cherbourg, it appears, said it would be disgraceful if he refused the challenge, and this, coupled with his belief that the Kearsarge was not so strong as she really proved to be, made him agree to fight." (p. 41.)

On the Tuesday after the battle, and before leaving London for Cherbourg, I was shown a telegram by a member of the House of Commons, forwarded to him that morning. The telegram was addressed to one of the gentleman's constituents by his son, a sailor on board the Alabama, and was dated "C. S. S. Alabama, Cherbourg, June 14th," the sender stating that they were about to engage the Kearsarge on the morrow, or next day. I have not a copy of this telegram, but "The Career of the Alabama" gives a letter to the like effect from the surgeon of the Privateer, addressed to a gentleman in this city. The letter reads as follows:

CHERBOURG, June 14, 1864.

"DEAR TRAVERS: Here we are. I send this by a gentleman coming to London. An enemy is outside. *If she only stays long enough, we go out and fight her.* If I live, expect to see me in London shortly. If I die, give my best love to all who know me. If Monsieur A. de Caillet should call on you, please show him every attention.

"I remain, dear Travers, ever yours,

"D. H. LLEWELLYN."

There were two brave gentlemen on board the Alabama—poor Llewellyn, who nobly refused to save his own life by leaving his wounded, and a young Lieutenant, Mr. Joseph Wilson, who honorably de-

livered up his sword on the deck of the Kearsarge when the other officers threw theirs into the water.

The most unanswerable proof of Captain Semmes having challenged the Commander of the Kearsarge is to be found in the following letter addressed by him to the Confederate consul or agent at Cherbourg. After the publication of this document, it is to be hoped we shall hear no more of Captain Winslow's having committed such a breach of discipline and etiquette as that of challenging a rebel against his Government.

CAPTAIN SEMMES' CHALLENGE TO THE KEARSARGE.

"C. S. S. ALABAMA,

"CHERBOURG, *June 14th*, 1864.

"To Ad. BONFILS, Esq.,

"Cherbourg :

"SIR : I hear that you were informed by the United States Consul, that the Kearsarge was to come to this port solely for the prisoners landed by me,* and that she was to depart in twenty-four hours. I desire you to say to the United States Consul, that my intention is to fight the Kearsarge as soon as I can make the necessary arrangements. I hope these will not detain me more than until to-morrow evening, or after the morrow morning at farthest. I beg she will not depart before I am ready to go out.

"I have the honor to be,

"Very respectfully, your obedient servant,

"R. SEMMES,

"Captain."

Numerous facts serve to prove that Captain Semmes had made every preparation to engage the Kearsarge, and that wide-spread publicity had been given to his

* This information was incorrect. No such statement was ever made by the Consul of the United States at Cherbourg.

intention. As soon as the arrival of the Federal vessel was known at Paris, an American gentleman of high position came down to Cherbourg, with instructions for Captain Winslow; but so desirous were the French authorities to preserve a really honest neutrality, that permission was only granted to him to sail to her after his promising to return to shore immediately on the delivery of his message. Once back in Cherbourg, and about to return to Paris, he was advised to remain over night, *as the Alabama intended to fight the Kearsarge next day, (Sunday.)* On Sunday morning, an excursion train arrived from the capital, and the visitors were received at the terminus of the railway by the boatmen of the port, who offered them boats for the purpose of seeing *a genuine naval battle which was to take place during the day.* Turning such a memorable occurrence to practical uses, Monsieur Rondin, a photographic artist on the *Place d'Armes* at Cherbourg, prepared the necessary chemicals, plates, and *camera*, and placed himself on the summit of the old Church tower, which the whilom denizens of Cherbourg had very properly built in happy juxtaposition with his establishment. I was only able to see the negative, but that was quite sufficient to show that the artist had obtained a very fine view, indeed, of the exciting contest. Five days, however, had elapsed since Captain Semmes sent his challenge to Captain Winslow through the Confederate agent, Monsieur Bonfils; surely time sufficient for him to make all the preparations which he considered necessary. Meanwhile, the Kearsarge was cruising to and fro at sea, outside the breakwater.

The Kearsarge reached Cherbourg on the 14th,

and her Captain only heard of Captain Semmes' intention to fight him on the following day. Five days, however, elapsed before the *Alabama* put in an appearance, and her exit from the harbor was heralded by the English yacht *Deerhound*. The officer on watch aboard the *Kearsarge* made out a three-masted vessel steaming from the harbor, the movements of which were somewhat mysterious: after remaining a short time only, this steamer, which subsequently proved to be the *Deerhound*, went back into port; only returning to sea a few minutes in advance of the *Alabama*, and the French iron-clad *La Couronne*. Mr. Lancaster, her owner, sends a copy of his log to the *Times*, the first two entries being as follows:

"Sunday, June 19, 9 A.M.—Got up steam and proceeded out of Cherbourg harbor.

"10.30—Observed the '*Alabama*' steaming out of the harbor towards the Federal steamer '*Kearsarge*.' ***

* The following is the copy of the log of the *Kearsarge* on the day in question:

"June 19, 1864.

"*From 8 to Merid.*—Moderate breeze from the Wd. weather b. c. At 10, inspected crew at quarters. At 10.20, discovered the *Alabama* steaming out from the port of Cherbourg, accompanied by a French iron-clad steamer, and a fore-and-aft rigged steamer showing the white English ensign and a yacht flag. Beat to general quarters, and cleared the ship for action. Steamed ahead standing off shore. At 10.50, being distant from the land about two leagues, altered our course, and approached the *Alabama*. At 10.57, the *Alabama* commenced the action with her starboard broadside at 1,000 yards range. At 11, we returned her fire, and came fairly into action, which we continued until Merid., when, observing signs of distress in the enemy, together with a cessation of her fire, *our fire was withheld*. At 12.10, a boat with an officer from the *Alabama* came alongside and surrendered his vessel, with the information that she was rapidly sinking, and a request for assistance. Sent the Launch and 2d Cutter, the other

Mr. Lancaster does not inform us why an English gentleman should choose a Sunday morning, of all days in the week, to cruise about at an early hour with ladies on board, nor does he supply the public with information as to the movements of the *Deerhound* during the hour and a half which elapsed between his exit from the harbor and the appearance of the *Alabama*. The preceding paragraph, however, supplies the omission.

THE ENGAGEMENT.

At length the *Alabama* made her appearance in company with the *Couronne*, the latter vessel conveying her outside the limit of French waters. Here let me pay a tribute to the careful neutrality of the French authorities. No sooner was the limit of jurisdiction reached, than the *Couronne* put down her helm, and, without any delay, steamed back into port, not even lingering outside the breakwater to witness the fight. Curiosity, if not worse, anchored the English vessel in handy vicinity to the combatants. Her presence proved to be of much utility, for she picked

boats being disabled by the fire of the enemy. The English yacht before mentioned, coming within hail, was requested by the Captain

W. to render assistance in saving the lives of the officers and crew of the surrendered vessel. At 2.24, the *Alabama* went down in forty fathoms of water, leaving most of the crew struggling in the water. Seventy persons were rescued by the boats; two pilot-boats and the yacht also assisted. One pilot-boat came alongside us, but the other returned to the port. The yacht steamed rapidly away to the N.E. without reporting the number of our prisoners she had picked up.

“(Signed,)

JAMES S. WHEELER.

“Acting Master.”

up no less than fourteen of the Alabama's officers, and among them the redoubtable Semmes himself.

So soon as the Alabama was made out, the Kearsarge immediately headed seaward and steamed off the coast, the object being to get a sufficient distance from the land so as to obviate any possible infringement of French jurisdiction; and, secondly, that in case of the battle going against the Alabama, the latter could not retreat into port. When this was accomplished, the Kearsarge was turned shortly round and steered immediately for the Alabama, Captain Winslow desiring to get within close range, as his guns were shotted with five-seconds shell. The interval between the two vessels being reduced to a mile or thereabouts, the Alabama sheered and discharged a broadside, nearly a raking fire, at the Kearsarge. More speed was given to the latter to shorten the distance, and a slight sheer to prevent raking. The Alabama fired a second broadside and part of a third while her antagonist was closing; and at the expiration of ten or twelve minutes from the Alabama's opening shot, the Kearsarge discharged her first broadside. The action henceforward continued in a circle, the distance between the two vessels being about seven hundred yards; this, at all events, is the opinion of the Federal commander and his officers, for their guns were sighted at that range, and their shell burst in and over the Privateer. The speed of the two vessels during the engagement did not exceed eight knots the hour.

At the expiration of one hour and two minutes from the first gun, the Alabama hauled down her

colors, and fired a lee gun (according to the statements of her officers) in token of surrender. Captain Winslow could not, however, believe that the enemy had struck, as his own vessel had received so little damage, and he could not regard his antagonist as much more injured than himself; and it was only when a boat came off from the *Alabama* that her true condition was known. The eleven-inch shell from the *Kearsarge*, thrown with fifteen pounds of powder at seven hundred yards range, had gone clean through the starboard-side of the *Privateer*, bursting in the port side and tearing great gaps in her timber and planking. This was plainly obvious when the *Alabama* settled by the stern and raised the forepart of her hull high out of water.

The *Kearsarge* was struck twenty-seven times during the conflict, and fired in all one hundred and seventy-three (173) shots. These were as follows:

SHOTS FIRED BY THE KEARSARGE.

Two eleven-inch guns	55 shots.
Rifle in fore-castle	48 "
Broadside thirty-two-pounders	60 "
Twelve-pounder boat-howitzer.....	10 "
Total.....	<u>173 shots.</u>

The last-named gun performed no part whatever in sinking the *Alabama*, and was only used in the action to create laughter among the sailors. Two old quartermasters, the two *Dromios* of the *Kearsarge*, were put in charge of this gun, with instructions to fire when they received the order. But the two old

salts, little relishing the idea of having nothing to do while their messmates were so actively engaged, commenced peppering away with their pea-shooter of a piece, alternating their discharges with vituperation of each other. This low-comedy by-play amused the ship's company, and the officers good-humoredly allowed the farce to continue until the single box of ammunition was exhausted.

DAMAGE TO THE KEARSARGE.

The Kearsarge was struck as follows :

One shot through the starboard quarter, taking a slanting direction aft, and lodging in the rudder-post. This shot was from the Blakely rifle.

One shot carrying away starboard life buoy.

Three thirty-two-pounder shots through port bulwarks, forward of mizzen-mast.

A shell, exploding after end of pivot port.

A shell, exploding after end of chain-plating.

A sixty-eight-pounder shell, passing through starboard bulwarks below main-rigging, wounding three men—the only casualties amongst the crew during the engagement.

A Blakely-rifle shell, passing through the engine-room sky-light, and dropping harmlessly in the water beyond the vessel.

Two shots below plank-sheer, abreast of boiler hatch.

One, forward pivot port plank-sheer.

One, forward foremast-rigging.

A shot striking Launch's toping-lift.

A rifle-shell, passing through funnel, bursting without damage inside.

One, starboard forward main-shroud.

One, starboard after-shroud main-topmast rigging.

One, main topsail tye.

One, main topsail outhaul.

One, main topsail runner.

Two, through port-quarter boat.

One, through spanker (furled).

One, starboard forward shroud, mizzen rigging.

One, starboard mizzen-topmast backstay.

One, through mizzen peak-signal halyards, which cut the stops when the battle was nearly over, and for the first time let loose the flag to the breeze.

This list of damages received by the *Kearsarge* proves the exceedingly bad fire of the *Alabama*, notwithstanding the numbers of men on board the latter belonging to our "Naval Reserve," and the trained hands from the gunnery ship "*Excellent*." I was informed by some of the paroled prisoners on shore at Cherbourg that Captain Semmes fired rapidly at the commencement of the action "in order to frighten the Yankees," nearly all the officers and crew being, as he was well aware, merely volunteers from the merchant service. At the expiration of twenty minutes after the *Kearsarge* discharged the first broadside, continuing the battle in a leisurely, cool manner, Semmes remarked: "Confound them; they've been fighting twenty minutes, and they're as cool as posts." The probabilities are that the crew of the Federal vessel had learnt not to regard as dangerous the rapid and hap-hazard practice of the *Alabama*.

From the time of her first reaching Cherbourg until she finally quitted the port, the Kearsarge never received the slightest assistance from shore, with the exception of that rendered by a boilermaker in patching up her funnel. Every other repair was completed by her own hands, and she might have crossed the Atlantic immediately after the action without difficulty. So much for Mr. Lancaster's statement that "the Kearsarge was apparently much disabled."

SEMMES' DESIGN TO BOARD THE KEARSARGE.

The first accounts received of the action led us to suppose that Captain Semmes' intention was to lay his vessel alongside the enemy, and to carry her by boarding. Whether this information came from the Captain himself or was made out of "whole-cloth" by some of his admirers, the idea of boarding a vessel under steam—unless her engines, or screw, or rudder be disabled—is manifestly ridiculous. The days of boarding are gone by, except under the contingencies above stated; and any such attempt on the part of the Alabama would have been attended with disastrous results to herself and crew. To have boarded the Kearsarge, Semmes must have possessed greater speed to enable him to run alongside her; and the moment the pursuer came near her victim, the latter would shut off steam, drop astern in a second of time, sheer off, discharge her whole broadside of grape and canister, and rake her antagonist from stern to stem. Our pro-southern sympathisers really ought not to make their *protégé* appear ridiculous by ascribing to him such an egregious intention.

NATIONALITY OF THE CREW OF THE KEARSARGE.

It has frequently been asserted that the major portion of the Northern armies is composed of foreigners, and the same statement is made in reference to the crews of the American navy. The report got abroad in Cherbourg that the victory of the Kearsarge was due to her having taken on board a number of French gunners at Brest; and an admiral of the French navy asked me in perfectly good faith whether it were not the fact. It will not therefore be out of place to give the names and nationalities of the officers and crew on board the Kearsarge during her action with the Alabama:

OFFICERS OF THE U. S. S. KEARSARGE, JUNE 19, 1864.

<i>Names.</i>	<i>Rank.</i>	<i>Native of.</i>
John A. Winslow	Captain	North Carolina.*
James S. Thornton	Lieutenant Commander	New Hampshire.
John M. Browne	Surgeon	"
J. Adams Smith	Paymaster	Maine.
Wm. H. Cushman	Chief Engineer	Pennsylvania.
James R. Wheeler	Acting Master	Massachusetts.
Eben. M. Stoddard	" "	Connecticut.
David H. Sumner	" "	Maine.
Wm. H. Badlam	Second Assis't Engineer	Massachusetts.
Fred. L. Miller	Third " "	" "
Sidney L. Smith	" " " "	" "
Henry McConnell	" " " "	Pennsylvania.
Edward E. Preble	Midshipman	Maine.
Daniel B. Sargent	Paymaster's Clerk	"
S. E. Hartwell	Captain's Clerk	Massachusetts.
Franklin A. Graham	Gunner	Pennsylvania.

* Captain Winslow has long been a citizen of the State of Massachusetts.

<i>Names.</i>	<i>Rank.</i>	<i>Native of.</i>
James C. Walton.....	Boatswain.....	Pennsylvania.
Wm. H. Yeaton.....	Acting Master's Mate.....	United States.
Chas. H. Danforth.....	" " ".....	Massachusetts.
Ezra Bartlett.....	" " ".....	New Hampshire.
George A. Tittle.....	Surgeon's Steward.....	United States.
Carsten B. De Witt.....	Yeoman.....	"

CREW OF U. S. S. KEARSARGE, JUNE 19, 1864.

<i>Names.</i>	<i>Rank.</i>	<i>Native of.</i>
Jason X. Watrus.....	Master-at-arms.....	United States.
Charles Jones.....	Seaman.....	"
Daniel Charter.....	Landsman.....	"
Edward Williams.....	Officer's Steward.....	"
George Williams.....	Landsman.....	"
Charles Butts.....	Quartermaster.....	"
Charles Redding.....	Landsman.....	"
James Wilson.....	Coxswain.....	"
William Gowen (died).....	Ordinary seaman.....	"
James Saunders.....	Quartermaster.....	"
John W. Dempsey.....	Quarter-gunner.....	"
William D. Chapel.....	Landsman.....	"
Thomas Perry.....	Boatswain's mate.....	"
John Barrow.....	Ordinary seaman.....	"
William Bond.....	Boatswain's mate.....	"
James Haley.....	Captain of Fo'castle.....	(?)
Robert Strahn.....	Captain Top.....	"
James O. Stone.....	First class boy.....	"
Jacob Barth.....	Landsman.....	"
John H. McCarthey.....	".....	"
James F. Hayes.....	".....	"
John Hayes.....	Coxswain.....	"
James Devine.....	Landsman.....	"
George H. Russell.....	Armorer.....	"
Patrick McKeever.....	Landsman.....	"
Nathan Ives.....	".....	"
Dennis McCarty.....	".....	"
John Boyle.....	Ordinary seaman.....	"
John C. Woodberry.....	" ".....	"
George E. Read.....	Seaman.....	"
James Morey.....	Ordinary seaman.....	"
Benedict Drury.....	Seaman.....	"
William Giles.....	".....	"
Timothy Hurley.....	Ship's cook.....	"

<i>Names.</i>	<i>Rank.</i>	<i>Native of</i>
Michael Courroy.....	Ordinary seaman.....	United States.
Levi W. Nye.....	Seaman.....	"
James H. Lee.....	".....	"
John E. Brady.....	Ordinary seaman.....	"
Andrew J. Rowley.....	Quarter-gunner.....	"
James Bradley.....	Seaman.....	"
William Ellis.....	Captain hold.....	"
Henry Cook.....	Captain After-guard.....	"
Charles A. Read.....	Seaman.....	"
William S. Morgan.....	".....	"
Joshua E. Carey.....	Sailmaker's mate.....	"
James Magee.....	Ordinary seaman.....	"
Benjamin S. Davis.....	Officer's cook.....	"
John F. Bickford.....	Coxswain.....	"
William Gurney.....	Seaman.....	"
William Smith.....	Quartermaster.....	"
Lawrence T. Crowley.....	Ordinary seaman.....	"
Hugh McPherson.....	Gunner's mate.....	"
Taran Phillips.....	Ordinary seaman.....	"
Joachim Pease.....	Seaman.....	"
Benjamin H. Blaisdell.....	First Class Fireman.....	"
Joel B. Blaisdell.....	" " ".....	"
Charles Fisher.....	Officer's cook.....	"
James Henson.....	Landsman.....	"
William M. Smith.....	".....	"
William Fisher.....	".....	"
George Bailey.....	".....	"
Martin Hoyt.....	".....	"
Mark G. Ham.....	Carpenter's mate.....	"
William H. Bastine.....	Landsman.....	"
Leyman P. Spinney.....	Coal-heaver.....	"
George E. Smart.....	Second Class Fireman.....	"
Charles A. Poole.....	Coal-heaver.....	"
Timothy Lynch.....	".....	"
Will. H. Donnelly.....	First Class Fireman.....	"
Sylvanus P. Brackett.....	Coal-heaver.....	"
John W. Sanborn.....	".....	"
Adoniram Littlefield.....	".....	"
John W. Young.....	".....	"
Will. Wainwright.....	".....	"
John E. Ordion.....	Second Class Fireman.....	"
George W. Remick.....	First " ".....	"
Joel L. Sanborn.....	" " ".....	"
Jere. Young.....	" " ".....	"
William Smith.....	" " ".....	"

<i>Names.</i>	<i>Rank.</i>	<i>Native of.</i>
Stephen Smith.....	Second Class Fireman.....	United States.
John F. Stackpole.	" " "	"
William Stanley.....	" " "	"
Lyman H. Hartford.....	" " "	"
True W. Priest.....	First " "	"
Joseph Dugan.....	" " "	"
John F. Dugan.....	Coal-heaver	"
James W. Sheffield.....	Second Class Fireman.....	"
Charles T. Young.....	Orderly Sergeant.....	"
Austin Quinley.....	Corporal of Marines	"
Roscoe G. Dolley.....	Private "	"
Patrick Flood.....	" "	"
Henry Hobson.....	Corporal "	"
James Kerrigan.....	Private "	"
John McAleen.....	" "	"
George A. Raymond.....	" "	"
James Tucker.....	" "	"
Isaac Thornton.....	" "	"
William Y. Evans.....	Nurse	"
William B. Poole.....	Quartermaster.....	"
F. J. Veamoh.....	Captain Afterguard.....	"
Charles Hill.....	Landsman.....	"
Henry Jameson.....	First Class Fireman.....	"
John G. Batchelder.....	Private of Marines.. ..	"
John Dwyer.....	First Class Fireman.....	"
Thomas Salmon.....	Second " "	"
Patrick O'Conner	" " "	"
George H. Harrison.....	Ordinary seaman.....	"
George Andrew.....	" "	"
Charles Moore.....	Seaman	"
George A. Whipple.....	Ordinary seaman.....	"
Edward Wallace.....	Seaman	"
Thomas Marsh.....	Coal-heaver	"
Thomas Buckley.....	Ordinary seaman.....	"
Edward Wilt.....	Captain Top.....	"
George H. Kinne.....	Ordinary seaman.....	"
Augustus Johnson.....	Seaman	"
Jeremiah Horrigan.....	"	"
William O'Halloran.....	"	"
William Turner.....	"	"
Joshua Collins.....	Ordinary seaman.....	"
James McBeath.....	" "	"
John Pope.....	Coal-heaver	"
Charles Mattison.....	Ordinary seaman.....	"
George Baker.....	Seaman	"

<i>Names.</i>	<i>Rank.</i>	<i>Native of.</i>
Timothy G. Cauty.....	Seaman	United States.
John Shields.....	"	"
Thomas Alloway.....	"	"
Phillip Weeks.....	"	"
William Barnes.....	Landsman.....	"
William Alsdorf.....	"	Holland.
Clement Antoine.....	Coal-heaver.....	Western Islands.
Jose Dabney.....	Landsman.....	"
Benjamin Button.....	Coal-heaver	Malay.
Jean Briset.....	"	France.
Vanburn Francois.....	Landsman.....	Holland.
Peter Ludy.....	Seaman.....	"
George English.....	"	England.
Jonathan Brien.....	Landsman.....	"
Manuel J. Gallardo.....	Second Class Boy	Spain.
John M. Sonius.....	First " "	Holland.

It thus appears that out of one hundred and sixty-three (163) officers and crew of the sloop-of-war Kearsarge, there are only eleven (11) persons foreign born.

The following is the Surgeon's Report of casualties amongst the crew of the Kearsarge during the action:

“U. S. S. KEARSARGE,

“CHERBOURG, FRANCE,

“Afternoon, June 19th, 1864.

“SIR:—I report the following casualties resulting from the engagement this morning with the steamer ‘Alabama.’

“JOHN W. DEMPSEY, Quarter-gunner. Compound comminuted fracture of right arm, lower third, and fore-arm. Arm amputated.

“WILLIAM GOWEN, Ordinary seaman. Compound fracture of left thigh and leg. Seriously wounded.

“JAMES McBEATH, Ordinary scaman. Compound fracture of left leg. Severely wounded.

“I am, very respectfully,

“Your obedient servant,

“JOHN M. BROWNE,

“Surgeon U. S. Navy.

“Captain JOHN A. WINSLOW,

“Comd'g U. S. S. Kearsarge,

“*Cherbourg.*”

All these men were wounded by the same shot, a sixty-eight-pounder, which passed through the starboard bulwarks below main-rigging, narrowly escaping the after eleven-inch pivot-gun. The fuses employed by the Alabama were villanously bad, several shell having lodged in the Kearsarge without taking effect. Had the seven-inch rifle shot exploded which entered the vessel at the starboard quarter, raising the deck by its concussion several inches and lodging in the rudder-post, the action might have lasted some time longer. It would not, however, have altered the result, for the casualty occurred towards the close of the conflict. During my visit, I witnessed the operation of cutting out a thirty-two-pounder shell (time fuse) from the rail close forward of the fore pivot eleven-inch port; the officer in charge of the piece informed me that the concussion actually raised the gun and carriage; and, had it exploded, many of the crew would have been injured by the fragments and splinters.

Among the incidents of the fight, some of our papers relate that an eleven-inch shell from the Kearsarge fell upon the deck of the Alabama, and was

immediately taken up and thrown overboard. Probably no fight ever occurred in modern times in which somebody didn't pick up a live shell and throw it out of harm's way; but we may be permitted to doubt in this case. Five-second fuses take effect somewhat rapidly; the shot weighs considerably more than a hundred-weight, and is uncomfortably difficult to lay hold of. Worse than all for the probabilities of the story, fifteen pounds of powder—never more nor less—were used to every shot fired from the eleven-inch pivots, the Kearsarge only opening fire from them when within eight hundred yards of the Alabama. With fifteen pounds of powder and fifteen degrees of elevation, I have myself seen these eleven-inch Dahlgrens throw three and a half miles; and yet we are asked to credit that, with the same charge at less than half a mile, one of the shells *fell* upon the deck of the Privateer. There are eleven marines in the crew of the Kearsarge; probably the story was made for them.

THE REPORTED FIRING UPON THE ALABAMA AFTER HER SURRENDER.

Captain Semmes makes the following statement in his official report:

"Although we were now but four hundred yards from each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally."

A very nice appeal after the massacre of Fort Pillow, especially when coming from a man who has spent the previous two years of his life in destroying unresisting merchantmen!

The Captain of the *Kearsarge* was never aware of the *Alabama* having struck until a boat put off from her to his own vessel. Prisoners subsequently stated that she had fired a lee-gun, but the fact was not known on board the Federal ship, nor that the colors were hauled down in token of surrender. A single fact will prove the humanity with which Captain Winslow conducted the fight. At the close of the action, his deck was found to be literally covered with grape and canister, ready for close quarters; but he had never used a single charge of all this during the contest, although within capital range for employing it.

THE FEELING AFTER THE BATTLE.

The wounded of the two vessels were transferred shortly after the action to the Naval Hospital at Cherbourg. I paid a visit to that establishment on the Sunday following the engagement, and found the sufferers lying in comfortable beds alongside each other in a long and admirably ventilated ward on the first floor. Poor Gowen, who died the following Tuesday, was in great pain, and already had the seal of death upon his face. James McBeath, a young fellow of apparently twenty years, with a compound fracture of the leg, chatted with much animation; while Dempsey, the stump of his right arm laid on the pillow, was comfortably smoking a cigar, and laughing and talking with one of the *Alabama* crew, in the bed alongside him. The wounded men of the sunken Privateer were unmistakably English in physiognomy, and I failed to discover any who were not countrymen of ours. I conversed with all of

them, stating at the outset that I was an Englishman like themselves, and the information seemed to open their hearts to me. They represented themselves as very comfortable at the hospital, that every thing they asked for was given to them, and that they were surprised at the kindness of the Kearsarge men who came to visit the establishment, when they were assured by their own officers before the action that foul treatment would only be shown them in the event of their capture. Condoling with one poor fellow who had his leg carried away by a shell, he remarked to me, "Ah, it serves me right; they won't catch me fighting again without knowing what I'm fighting for." "That's me too," said another poor Englishman alongside him.

The paroled prisoners (four officers) on shore at Cherbourg evinced no hostility whatever to their captors, but were always on the friendliest of terms with them. All alike frequented the same hotel in the town, (curiously enough—"The Eagle,") played billiards at the same café, and bought their pipes, cigars, and tobacco from the same pretty little *brunette* on the *Quai du Port*.

The following are the names of the officers and crew of the *Alabama*, saved by the *Kearsarge*:

Francis L. Galt, of Virginia.....	Assistant Surgeon.
Joseph Wilson.....	Third Lieutenant.
Miles J. Freeman.....	Engineer, Englishman.
John W. Pundt.....	Third Assistant Engineer.
Benjamin L. McCaskey.....	Boatswain.
William Forrestall.....	Quartermaster. Englishman.
Thomas Potter.....	Fireman, Englishman.
Samuel Williams.....	Fireman, Welshman.
Patrick Bradley.....	Fireman, Englishman.

John Orrigin.....	Fireman, Irishman.
George Freemantle.....	Seaman, Englishman.
Edgar Tripp.....	Seaman, Englishman.
John Neil.....	Seaman, Englishman.
Thomas Winter.....	Fireman, Englishman.
Martin King.....	Seaman.
Joseph Pearson.....	Seaman, Englishman.
James Hieks.....	Captain hold, Englishman.
R. Parkinson.....	Wardroom steward, Englishman.
John Emory.....	Seaman, Englishman.
Thomas L. Parker.....	Boy, Englishman.
Peter Hughes.....	Captain Top, Englishman.

(All the above belonged to the Alabama when she first sailed from the Mersey, and John Neil, John Emory, and Peter Hughes belong to the "Royal Naval Reserve.")

William Clark.....	Seaman.
David Leggett.....	"
Samuel Henry.....	"
John Russell.....	"
John Smith.....	"
Henry McCoy.....	"
Edward Bussell.....	"
James Oehure.....	"
John Casen.....	"
Henry Higgin.....	"
Frank Hammond.....	"
Michael Shields.....	"
David Thurston.....	"
George Peasey.....	"
Henry Yates.....	"
Henry Godsen.....	Ordinary seaman.
David Williams.....	"
Henry Hestlake.....	"
Thomas Watson.....	"
John Johnson.....	"
Match Maddock.....	"
Richard Evans.....	"
William Miller.....	"
George Cousey.....	"
Thomas Brandon.....	"
William McKenzie.....	Coxswain.

James Broderick.....	Coxswain.
William Wilson.....	"
Edward Rawes.....	Master-at-arms.
Henry Tucker.....	Officers' cook.
William Barnes.....	Quarter-gunner.
Jacob Verbor.....	Seaman, wounded.
Robert Wright.....	Captain Main Top, wounded.
William McGuire.....	Captain Fore Top, wounded.
William McGinley.....	Coxswain, wounded.
John Benson.....	Coal-heaver.
James McGuire.....	"
Frank Currian.....	Fireman.
Peter Laperty.....	"
John Riley.....	"
Nicholas Adams.....	Landsman.
James Clemens.....	Yeoman.
James Wilson.....	Boy.

These men, almost without exception, are subjects of Her Majesty, the Queen. There were also three others, who died in the boats, names not known.

The following are those reported to have been killed or drowned:

David Herbert Llewellyn.....	Surgeon, Welshman.
William Robinson.....	Carpenter.
James King.....	Master-at-arms, Savannah Pilot.
Peter Duncan.....	Fireman, Englishman.
Andrew Shillings.....	Scotchman.
Charles Puist.....	Coal-passer, German.
Frederick Johns.....	Purser's Steward, Englishman.
Samuel Henry.....	Seaman, Englishman.
John Roberts.....	Seaman, Welshman.
Peter Henry.....	Seaman, Irishman.
George Appleby.....	Yeoman, Englishman.
A. G. Bartelli.....	Seaman, Portuguese.
Henry Fisher.....	Seaman, Englishman.

The above all belonged to the original crew of the Alabama.

The Deerhound carried off, according to her own

account, forty-one; the names of the following are known :

Raphael Semmes.....	Captain.
John M. Kell.....	First Lieutenant.
Arthur Sinclair, Jr.	Second Lieutenant.
R. K. Howell.....	Lieutenant of Marines.
(This person is brother-in-law of Mr. Jefferson Davis.)	
W. H. Sinclair.....	Midshipman.
J. S. Bullock.....	Acting Master.
E. A. Maffit.....	Midshipman.
E. M. Anderson.....	Midshipman.
M. O'Brien.....	Third Assistant Surgeon.
George T. Fullam.....	Master's Mate, Englishman.
James Evans.....	Master's Mate.
Max Meulnier.....	Master's Mate.
J. Schrader.....	Master's Mate.
W. B. Smith.....	Captain's Clerk.
J. O. Cuddy.....	Gunner.
J. G. Dent.....	Quartermaster.
James McFadgen.....	Fireman, Englishman.
Orran Duffy.....	Fireman, Irishman.
W. Crawford.....	Englishman.
Brent Johnson.....	Second Boat. Mate, Englishman.
William Nevins.....	Englishman.
William Hearn.....	Seaman, Englishman.
The last four belong to the "Royal Naval Reserve."	

MOVEMENTS OF THE ENGLISH YACHT DEER- HOUND.

That an English yacht, one belonging to the Royal Yacht Squadron, and flying the White Ensign, too, during the conflict, should have assisted the Confederate prisoners to escape, after they had formally surrendered themselves, according to their own statement, by firing a lee-gun, striking their colors, hoisting a white flag, and sending a boat to the *Kearsarge*—some of which signals must have been witnessed from the deck of the *Deerhound*—is most humiliating to the

national honor. The movements of the yacht early on Sunday morning were, as before shown, most suspicious; and had Captain Winslow followed the advice and reiterated requests of his officers when she steamed off, the Deerhound might now have been lying not far distant from the Alabama. Captain Winslow, however, could not believe that a gentleman who was asked by himself "to save life" would use the opportunity to decamp with the officers and men who, according to their own act, were prisoners-of-war. There is high presumptive evidence that the Deerhound was at Cherbourg for the express purpose of rendering every assistance possible to the Corsair; and we may be permitted to doubt whether Mr. Lancaster, the friend of Mr. Laird, and a member of the Mersey Yacht Club, would have carried Captain Winslow and his officers to Southampton if the result of the struggle had been reversed, and the Alabama had sent the Kearsarge to the bottom.

The Deerhound reached Cherbourg on the 17th of June, and between that time and the night of the 18th, boats were observed from the shore passing frequently between her and the Alabama. It is reported that English gunners came over from England purposely to assist the Privateer in the fight; this I heard before leaving London, and the assertion was repeated to me again at Havre, Honfleur, Cherbourg, and Paris. If this be the fact, how did the men reach Cherbourg? On the 14th of June, Captain Semmes sends his challenge to the Kearsarge through Monsieur Bonfils, stating it to be his intention to fight her "as soon as I can make the necessary

arrangements." Two full days elapse, during which he takes on board one hundred and fifty tons additional of coal, and places for security in the Custom-house the following valuables:

38 kilo. 700 gr. Gold coin.

6 gr. of Jewelry and set Diamonds.

2 Gold Watches.

What, then, became of the pillage of a hundred merchantmen, the chronometers, &c., which the *Times* describes as the "*spolia opima* of a whole mercantile fleet?" Those could not be landed on French soil, and were not: did they go to the bottom with the ship herself, or are they saved?

Captain Semmes' preparations are apparently completed on the 16th, but still lingers behind the famous breakwater, much to the surprise of his men. The Deerhound arrives at length, and the preparations are rapidly completed. How unfortunate that Mr. Lancaster did not favor the *Times* with a copy of his log-book from the 12th to the 19th June, inclusive!

The record of the Deerhound is suggestive on the morning of that memorable Sunday. She steams out from behind the Cherbourg breakwater at an early hour—scouts hither and thither, apparently purposeless—runs back to her anchorage—precedes the Alabama to sea—is the solitary and close spectator of the fight whilst the Couronne has the delicacy to return to port, and finally—having picked up Semmes, thirteen of his officers and a few of his men—steams off at fullest speed to Southampton, leaving the "*apparently much-disabled*" *Kearsarge* (Mr. Lancas-

ter's own words) to save two-thirds of the Alabama's drowning crew, struggling in the water.

An English gentleman's yacht playing tender to a corsair! No one will ever believe that Deerhound to be thorough-bred.

CONCLUSION.

Such are the facts relating to the memorable action off Cherbourg, on the 19th of June, 1864. The Alabama went down riddled through and through with shot; and, as she sank beneath the green waves of the Channel, not a single cheer arose from the victors. The order was given, "Silence, boys"—and, in perfect silence, this terror of American commerce plunged to her last resting-place.

There is but one key to the victory. The two vessels were, as nearly as possible, equals in size, speed, armament and crew, and the contest was decided by the superiority of the eleven-inch Dahlgren guns of the Kearsarge, over the Blakely rifle and the vaunted sixty-eight-pounder of the Alabama, in conjunction with the greater coolness and surer aim of the former's crew. The Kearsarge was not, as represented, specially armed and manned for destroying her foe; but is in every respect similar to all the vessels of her class (third-rate) in the United States Navy. Moreover, the large majority of her officers are from the merchant service.

The French at Cherbourg were by no means dilatory in recognizing the value of these Dahlgren guns. Officers of all grades, naval and military alike, crowded the vessel during her stay at their port; and they

were all eyes for the massive pivots and for nothing else. Guns, carriages, even rammers and sponges, were carefully measured; and, if the pieces can be made in France, many months will not elapse before their muzzles will be grinning through the port-holes of French ships-of-war.

We have no such gun in Europe as this eleven-inch Dahlgren, but it is considered behind the age in America. The sixty-eight-pounder is regarded by us as a heavy piece; in the United States it is the minimum for large vessels; whilst some ships, the "New Ironsides," "Niagara," "Vanderbilt," &c., carry the eleven-inch *in broadside*. It is considered far too light, however, for the sea-going ironclads, although throwing a solid shot of one hundred and sixty pounds; yet it has made a wonderful stir on both sides of the Channel. What, then, will be thought of the eleven-inch gun, throwing a shot of four hundred and eighty pounds, or of the two hundred-pound Parrot, with its range of five miles?

We are arming our ironclads with nine-inch smooth-bores and one hundred-pounder rifles, whilst the Americans are constructing their armor-ships to resist the impact of eleven and fifteen-inch shot. By next June, the United States will have in commission the following ironclads:

Dunderberg	5,090 tons.	10 guns.
Dictator	3,033 "	2 "
Kalamazoo	3,200 "	4 "
Passaconaway.....	3,200 "	4 "
Puritan.....	3,265 "	4 "
Quinsigamond.....	3,200 "	4 "
Roanoke.....	3,435 "	6 "
Shakamaxon	3,200 "	4 "

These, too, without counting six others of "second class," all alike armed with the tremendous fifteen-inch, and built to cross the Atlantic in any season. But it is not in ironclads alone that America is proving her energy; first, second, and third-rates, wooden built, are issuing constantly from trans-Atlantic yards, and the Navy of the United States now numbers no less than six hundred vessels and upwards, seventy-three of which were ironclads.

This is indeed an immense fleet for one nation, but we may, at all events, rejoice that it will be used to defend—in the words of the wisest and noblest of English statesmen—"the democratic principle; or, if that term is offensive, popular sovereignty."

OFFICIAL REPORTS.

THE DEERHOUND.

UNITED STATES STEAMER KEARSARGE,
Cherbourg, June 21, 1864.

SIR: I have the honor to report that toward the close of the action between the Alabama and this vessel, all available sail was made on the former, for the purpose of again reaching Cherbourg. When the object was apparent, the Kearsarge was steered across the bow of the Alabama for a raking fire, but before reaching this point the Alabama struck. Uncertain whether Captain Semmes was not using some ruse, the Kearsarge was stopped. It was seen shortly afterward that the Alabama was lowering her boats; and an officer came alongside in one of them to say that they had surrendered, and were fast sinking, and begging that boats would be despatched immediately for saving of life. The two boats not disabled were at once lowered, and as it was apparent the Alabama was settling, this officer was permitted to leave in his boat to afford assistance. An English yacht, the Deerhound, had approached near the Kearsarge at this time, when I hailed, and begged the commander to run down to the Alabama, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively, and steamed toward the Alabama, but the latter sunk almost immediately. The Deerhound, however, sent her boats, and was most actively engaged, aided by several others which had come from shore. These boats were

busy in bringing the wounded and others to the Kearsarge, whom we were trying to make as comfortable as possible, when it was reported to me that the Deerhound was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken. The Deerhound made off with Captain Semmes and others, and also the very officer who had come on board to surrender. I learned subsequently that the Deerhound was a consort of the Alabama, and that she received on board all the valuable personal effects of Captain Semmes the night before the engagement.

I have the honor to be, very respectfully,

Your obedient servant,

JOHN A. WINSLOW,

Captain.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

THE ALABAMA'S WOUNDED.

UNITED STATES STEAMER KEARSARGE,

Charbourg, June 21, 1864.

SIR: I have the honor to report that the number of prisoners brought on board the Kearsarge belonging to the Alabama was seventy—six officers and sixty-four men. One officer (carpenter) and two men dying, and seventeen wounded, are included in this number. As we have very contracted accommodations for our own crew, without increase, it became indispensable to send these prisoners on shore, and their parole was taken. With the exception of the doctor, (non-combatant, who was put on parole that he might attend to his wounded,)

the officers were held as prisoners of war. I learn that three officers, with six men, were carried on shore at Cherbourg by pilot boats, but of the number who reached England in the *Deerhound* I have no trustworthy accounts.

I have the honor to be, very respectfully,

Your obedient servant,

JOHN A. WINSLOW,

Captain.

Hon. GIDEON WELLES,

Secretary of the Navy.

DAMAGE TO THE KEARSARGE.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, June 21, 1864.

SIR: I have the honor to enclose herewith reports of the executive officer, chief engineer, boatswain, and gunner of this vessel, with copy of log-book containing minutes of the action.

I fully coincide in the recommendations of the executive officer, and such cases as deserve special reference to, will be subject to future communication.

I have the honor to be, very respectfully,

Your obedient servant,

JOHN A. WINSLOW,

Captain.

Hon. GIDEON WELLES.

Secretary of the Navy.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, June 21, 1864.

SIR: I have the honor to forward to you the reports of the damage sustained in the different departments of this vessel during the recent action with the *Alabama*.

In connection with this engagement, I take great pleasure in informing you officially that the conduct of

both men and officers equalled, in every respect, my most sanguine expectations.

In the gun division the utmost coolness prevailed throughout the action, the details of the manual of exercise being as carefully attended to as if in ordinary exercise: and to this cause may be attributed the excellent condition of the guns and gear after a rapid firing of an hour's duration.

The powder division received my particular attention, and its important service was promptly and thoroughly rendered.

The circumstances under which the battle was fought afforded no opportunity of displaying special acts of individual heroism; but, while every man and boy in the ship displayed the utmost coolness, zeal, and courage, there were some who, by their position and peculiar duties, attracted special attention, and deserve special mention.

The marines fought the rifle gun upon the topgallant forecastle, under the charge of Acting Master's Mate Charles H. Danforth.

The action on our part was commenced by this gun, and its fire was rapid and effective throughout.

The high reputation of the service was nobly sustained by the marine guard of this ship. The boatswain, James C. Walton, was observedly active and efficient. Gunner F. A. Graham's duties were all performed efficiently, and merit commendation. The carpenter's mate, Mark G. Ham, is well known to you, sir, as a faithful and competent man. His conduct in the battle was distinguished by the cool and intelligent performance of his duties. It is unnecessary for me to call your attention to the officers commanding the gun or master's division, as their duty was performed under your own eye.

I am happy to commend Acting Master's Mate Ezra Bartlett, in charge of the shell supply, for his coolness and efficiency.

In the Surgeon's department every arrangement that experience or humanity could suggest was made for the comfort of the wounded. Fortunately, we have but three of our own crew in that condition, but, after the action, the wounded of the enemy, numbering fifteen persons, were consigned to the care of Surgeon J. M. Browne, who was entirely without professional assistance. The duties of his department were thereby rendered extremely arduous, but were coolly and successfully performed.

William Gowen (O. S.) was severely wounded by the explosion of a shell. He dragged himself to the forward hatch, refusing to allow the men to leave his gun for the purpose of assisting him. His cheerful willingness to sacrifice his life for victory's sake was expressed in terms that animated and encouraged others.

John W. Dempsey, quarter-gunner, wounded at the same time, losing an arm, displayed similar heroism.

James McBeth, ordinary seaman, another of the wounded men, displayed both courage and patience.

All the men on the sick list went to their quarters, and rendered such service as they were able to perform.

The engineer's division was admirably and efficiently conducted, under the command of Chief Engineer W. H. Cushman.

Sidney L. Smith and Henry McConnell (Third Assistant Engineers) were stationed on deck, and their conduct came immediately under my observation. It was distinguished by coolness and vigilance. The other assistants, Mr. W. H. Badlam and Mr. F. L. Miller, were on duty in the engine and fire-room, and, judging from the prompt manner in which the orders from the deck were executed, I know that their duties were creditably performed.

The ship is indebted to Paymaster J. A. Smith for efficient service during the action. His clerk, Mr. D. B. Sargent, performed his duty on deck in the third division. The Orderly Sergeant, T. C. Young, and the Master-at-arms, Jason R. Watrous, deserve special mention for

admirable performance of their duty. I will hand to you the names of those men specially mentioned by the division officer as soon as I receive them.

In conclusion, sir, let me congratulate you on the success of your plan of battle, and compliment you on the skill and judgment displayed in its execution.

I am, sir, very respectfully,

Your obedient servant,

JAMES S. THORNTON,

Lieut. Commander and Executive Officer.

JOHN A. WINSLOW,

Captain Commanding United States Steamer Kearsarge.

Approved and forwarded.

JOHN A. WINSLOW,

Captain.

THE CHIEF ENGINEER'S REPORT.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, June 21, 1864.

SIR: I respectfully report that the only injury received in the engine department during our engagement with the Alabama, on the 19th inst., was to the smoke-pipe, which was perforated through both sections by a hundred-pound rifle shell, which exploded as it was coming through, tearing out a ragged hole of about three feet in diameter, carrying away three of the chain guys, and to the top of the engine-room hatch, which was cut completely through and across by a shell.

I would further report that all the assistant engineers, and the firemen and coal-heavers, behaved with perfect coolness, and were attentive to their duty through the action; and that by the self-possession and attention of Second Assistant Engineer William H. Badlam, in the management of the engines; Third Assistant Engineer

Fred. L. Miller, in charge of the boilers; Third Assistant Engineer Sidney L. Smith, on deck, at the fire and hot-water hose, and Third Assistant Engineer Henry McConnell, at the engine signal-bell, the efficiency of the engine department is to be attributed. I would also mention first-class Fireman Joseph Dugan for his coolness and competency in assisting Mr. Miller in fire-room; first-class Firemen Jerry Young, William Smith, Benjamin H. Blaisdell, William H. Donnelly, in assisting Mr. Badlam in charge of the engines; and first-class Fireman True W. Priest, for quickness and attention in charge of the after-fire hose, during the alarm of fire in the action.

Very respectfully,

WM. H. CUSHMAN,

Chief Engineer U. S. N.

JOHN A. WINSLOW,

Captain U. S. N., Commanding.

Forwarded.

JOHN A. WINSLOW,

Captain.

THE GUNNER'S REPORT.

UNITED STATES STEAMER KEARSARGE,

Cherbourg, June 21, 1864.

SIR: I respectfully submit the following report of the expenditure of ordnance stores on board this ship, during the engagement with the rebel steamer Alabama, on the 19th instant:

Fifty-five fifteen-pound service charges, fifty-five eleven-inch five-second shell, sixty six-pound service charges, eighteen thirty-two-pounder five-second shell, forty-two thirty-two-pound solid shot, forty-eight two-and-a-half-pound service charges rifle, forty-eight rifle-percussion

shell, one hundred friction primers, two hundred and forty percussion primers.

Fixed ammunition for boat-howitzer—nine schrapnel, Bornmann fused, one canister.

RECAPITULATION.

Duration of action, 65 minutes.	
Number of rounds, 11 inch	55
Number of rounds, 32-pounder	60
Number of rounds, 30-pound rifle	48
Number of rounds, 12-pound howitzer.....	10
Total.....	173

Very respectfully,

FRANKLIN A. GRAHAM.

Gunner United States Steamer Kearsarge.

TO JAMES THORNTON,

Lieutenant Commander and Executive Officer.

EXTRACT FROM LOG-BOOK.

Moderate breeze from the windward, weather b. c. At 10 inspected crew at quarters. At 10.20 discovered the Alabama steaming out from the port of Cherbourg, accompanied by a French iron-clad and a steamer showing the white English ensign and a yacht flag. Beat to general quarters and cleared the ship for action; steamed ahead, standing off shore at 10.50, being distant from the land about two leagues: altered our course and approached the Alabama. At 10.57 the Alabama commenced the action with her starboard broadside at one thousand yards range. At 11 we returned her fire, and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of

her fire, our fire was withheld. At 12.10 a boat with an officer from the Alabama came alongside and surrendered his vessel, with the information that she was rapidly sinking, and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy.

The English yacht before mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendered vessel.

At 12.24 the Alabama went down in forty fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats. Two pilot-boats and the yacht also assisted. One pilot-boat came alongside of us, but the other returned to the port. The English yacht steamed rapidly away to the northward, without reporting the number of our prisoners she had picked up.

Hoisted up our boats and three of the enemy's cutters. Repaired the rigging temporarily. Took a French pilot, and steamed away for Cherbourg.

At 3.10 let go the port-anchor in seven fathoms water, and veered to thirty fathoms chain.

Forwarded.

JOHN A. WINSLOW,

Captain.

THE KEARSARGE.

From English Newspaper published in Boulogne-sur-mer.

On Friday morning a report circulated through the town that a ship-of-war was anchored off the harbor. At first it obtained but little credence; but as the truth gradually became known, people flocked towards the jetty, and at three o'clock—although a sharp and piercing wind was blowing—the port presented an animated appearance. Telescopes, field-glasses, binocular glasses, opera-glasses—*even eye-glasses and spectacles!*—were all turned in the direction of the unknown vessel, for, although the name of our mysterious visitor was known to many, the mass were ignorant of her cognomen. At last “Kearsarge” became the *mot d'ordre*, and was soon repeated from mouth to mouth. In the meantime, and during the afternoon, the boatmen, eager for gain, were reaping a rich harvest, and their little crafts, filled with living cargoes, plied between the harbor and the Federal steamer. On board, the utmost civility was shown, and—whatever way may tend our sympathies—we frankly admit that the politeness of the officers and crew elicited universal approbation. The evening had far advanced when the crowd had finally dispersed. On Saturday and the following days the visitors on board were very numerous, and the boatmen will doubtless bless the saint who directed the Kearsarge into these waters.

The Kearsarge, Captain J. A. Winslow, is a screw corvette of 1040 tons. Built in 1861, at the commencement of the present war, which now unhappily rages on the American continent, she is fitted up with all the latest improvements appertaining to a vessel of war. Her com-

plement is about one hundred and fifty officers and men, but her present quota far exceeds that number. She carries seven guns—four thirty-two-pounders, one rifled twenty-eight, and two one hundred and twenty-pounders, (Dahlgrens,) the latter of the most formidable description, besides a small brass howitzer. Her speed is about fourteen to fifteen knots an hour, and she can get up her steam in less than forty minutes. Her number of marines is limited to fourteen, in command of a sergeant. Every visitor on board must have been struck with the order that prevails in every department, the engine-room deserving special mention. We cannot, however, close this notice without alluding more particularly to the composition of the crew. All nations are represented on the Kearsarge, from the Saxon to the Malaga, the Celt to the black—all speaking different tongues or dialects—giving an idea of the Tower of Babel, on a diminutive scale. Altogether, it would be difficult to find a finer set of men—the Yankee element, of course, predominating.

“She is a fine vessel,” was our exclamation on leaving, to which a curious individual, with a certain nervous twitch of the mouth, and a slight contraction of the nasal organ, exclaimed: “*She’ll lick creation*—she will.”

THE ALABAMA AND SEMMES.

VIEWS OF A SCOTTISH EDITOR.

From the *Edinburgh Mercury*, June 29.

The circumstances connected with the sinking of the *Alabama*—circumstances which the commander of the *Kearsarge*, in his sailor-like brusqueness, has shorn of much of the false glory imparted to them by the pro-Confederate press of this country—are well known to the reading public; so also are the fulsome flatteries and overdone compliments paid to Captain Semmes and what was described as “his gallant and heroic crew.” The Captain has had applied to him, by certain organs of opinion, and even by officials in her Majesty’s service and pay, terms of the most extravagant praise—“chivalrous,” “noble,” “heroic,” “gallant,” &c., being among the number—and his crew have shared in the honors thus heaped upon him. This to a pirate, who during the past two years has burned and sunk hundreds of British and other merchant vessels, and destroyed property to the value of between £3,000,000 and £4,000,000, and has never once attacked or come in the way of a vessel of his own calibre except under false colors, and with a lie in the mouth of his officials, is rather more than honest and brave men are disposed to bear. It amounts to an ornamenting and decorating of vice at the expense of virtue; it suggests a confounding of chicanery, deceit, and plunder, of the worst description, with true courage and genuine spirit and worth; it gives glory to men who, had they attempted to do on land what they would have done on sea, would have been hunted to death as highwaymen

and murderers of the most insufferable kind, and not entitled to live. That we are not using language one whit too strong, let those who are disposed to make themselves acquainted with all the facts read "The cruise of the Alabama, from her departure from Liverpool until her arrival at the Cape of Good Hope," a pamphlet just published "by an officer on board"—an officer, one, let us say, who is a keen Confederate, who loved and gloried in his work, who has the highest admiration of Captain Semmes, and who will therefore not be suspected of wittingly doing him, his crew, or his cause injustice.

That pamphlet we have read with the utmost loathing—loathing that a vile, lying, drunken, debauched and frequently mutinous crew, such as that of the Alabama, as here described, should excite the sympathy and command the regards of a portion of the British people—loathing that a scheming, skulking, deceiving and unscrupulous fellow such as Captain Semmes is here shown to be—most approvingly, no doubt—should, in a disordered state of the public mind, be characterized as either spirited or brave, not to talk of "chivalrous" or "noble;" and loathing, too, that at a time like the present, when, were the conduct pursued by the supporters of the Alabama adopted by other nations, our whole mercantile marine might be swept off the face of the seas, there should be found in Britain men ready to vindicate her conduct and the stratagems by which she succeeded in almost every instance in capturing her prize.

The fact is, if we are to believe this pamphlet, every one of the hundreds of unprotected merchant vessels captured, burned and sunk by Captain Semmes during his two years' cruise, was captured by deceit, by hoisting false flags, chiefly those of Great Britain, and by telling the most atrocious lies; and in not a single instance, as we have already said, did the "heroic" captain attack a vessel, large or small, with or without guns, till his hands had first entrapped and deceived it by the falsest repre-

sentations as to his own character and aim. Take a few extracts, culled at random, as proof of this :

Sept. 9.—Captured bark *Alert*, of New Bedford. Engaged all day transferring stores for ship's use. Set on fire barks *Ocean Rover* and *Alert*, and schooner *Starlight*. Overhauled and captured schooner *Weather Gage*, of Provincetown. Stood in chase of a bark, and which, on boarding, proved to be Danish. To this vessel we hoisted American colors, and passed as the United States steamer *Iroquois*. To all prizes we had captured we hoisted English colors, and exchanged them for Confederate as soon as the boarding officer gained the vessel's deck.

Sept. 14, 1.30 A. M.—Gave chase to a sail on lee bow : 2.30 A. M., fired a gun for her to heave to. Darkness prevented us from knowing who she was, so I went on board to examine her papers, and which, if Yankee, I was to signal it and heave to until daylight. What I did on boarding this vessel was the course usually adopted in taking prizes. Pulling under his stern I saw it was the whaling ship *Benjamin Tucker*, of and from New Bedford. Gaining the quarter deck, I was welcomed with outstretched hands. In answer to my questions, the captain told me her name, port of registry, &c., of all which I was previously aware. I then told him that he was a prize to the Confederate States steamer *Alabama*, ordering him to put his clothes in one trunk, allowing the mates and men one bag each—all navigation books and instruments being left behind. At daylight sent the captain and crew, with the ship's papers and luggage, to the *Alabama*. I then examined the ship, and finding some cases of stores, they were transferred to our ship. The preparations to fire her were soon made, so that after seeing her well fired we pushed off and regained our vessel, the prisoners being placed in single irons.

October 3.—Early in the morning the joyful cry of "Sail ho!" was heard from the masthead ; presently three sails were reported as being in sight. At 7.30 came up

with one, hoisted the St. George's ensign, boarded, hauled down, and hoisted the Stars and Bars, and took possession of the ship *Emily Farnum*, of Portsmouth. Made sail after another prize, following astern. On boarding, she was found to be the ship *Brilliant*, of and from New York, twelve days out, bound to Liverpool with a valuable cargo of grain and flour. The cargo of the *Emily Farnum* proving to be neutral, and the prisoners becoming irksome, it was deemed a favorable opportunity to get rid of them. All the prisoners were then placed on board of her, and the ship allowed to proceed on her voyage, her captain promising to land them in Liverpool. It seemed a fearful thing to burn such a cargo as the *Brilliant* had, when I thought how the operatives in the cotton districts would have danced with joy had they it shared among them. I never saw a vessel burn with such brilliancy, the flames completely enveloping the masts, hull and rigging in a few minutes, making a sight as grand as it was appalling.

This is the only occasion in which the writer seems to have felt any twitchings of conscience. He did not like the idea of a whole cargo of grain going to the bottom of the ocean while the operatives of Lancashire were starving. It did not occur to him, however, in this connection, to recall to memory how some of the very shipping he was so recklessly destroying had been employed by the benevolent people of the United States to convey food to the famishing thousands of Lancashire weavers. We proceed:

May 20.—Strong S. S. E. wind, with a heavy sea. 10.30 A. M., two vessels in sight; gave chase. Another vessel seen. Hoisted United States colors to a ship; she not replying, signalled, "I want to speak to you;" upon which she stood toward us and hoisted Yankee colors also. On boarding, took possession—the ship *S. Gilderleeve* of New York, Sunderland, to Calcutta, laden with coal. Chased a bark, which, on boarding, I found to be

the *Justina* of Baltimore, Rio de Janeiro to Baltimore, in ballast. Chased another vessel, which proved to be Dutch. The *Justina* was ransomed and allowed to proceed on her voyage, taking with her the crew of the just captured ship.

Nov. 8, 2 A. M.—Made sail in chase of a schooner standing to the southward. Another vessel standing northeast in sight shortly after. Went in chase of her. She showed Yankee colors. We answered by showing the same. In reply to his signal we passed as the United States *Ticonderoga*. The signal, "What is your longitude?" we declined answering until we could verbally do it. Hove to until she neared us, then fired a gun and hoisted the Confederate ensign. Sent a boat on board and took possession. Found her to be the *Thomas B. Wales*, of Boston, from Calcutta, with a general cargo, having as passenger the late United States Consul at Mauritius, with his wife and two children, the captain having his wife with him also. They were accommodated in the wardroom, the officers vacating their rooms for that purpose. Many articles for ship's use were taken from her, including a mainyard; at sunset burned her. Shipped eleven hands.

Nov. 21.—Reduced sail to topsails, and hove maintop-sail to the mast; 5.10 A. M., filled away again; 10 A. M., saw the *Agripina*, and signalled her to follow; saw the land and a ship at 1 o'clock. At 3, got up steam and stood in toward *Blanquilla*. Drawing in toward the harbor, we observed a schooner at anchor. On coming within signal range she hoisted the Stars and Stripes; we answered by hoisting the same; shortly after, a boat put off from her. Coming on board (WITHOUT UNDECEIVING HIM) we asked him about the anchorage; after receiving satisfactory replies, we hauled down the Yankee flag and hoisted the Confederate ensign. Great, indeed, was the poor Yankee's astonishment. Captain Semmes told him that, as he was at anchor, he should not destroy his vessel, but that, for our safety, we should detain him, order-

ing the captain and mate to come on board every evening, and depart each morning to their own vessel. She proved to be the Clara L. Sparks, whaler, of Provincetown.

The cool effrontery exhibited in this last paragraph (the words we have put in small capitals) must, under the circumstances, be regarded as "chivalrous" indeed. We have space only for another extract. It describes the way in which the United States gunboat Hatteras was taken. It is as follows:

January 11.—At 6.30 the strange steamer hailed and asked, "What steamer is that?" We replied, (in order to be certain who he was,) "Her Majesty's steamer Petrel!" "What steamer is that?" Two or three times we asked the question, until we heard, "This is the United States steamer —," not hearing the name. However, United States was sufficient. As no doubt existed as to her character, we said, at 6.36, that this was the Confederate steamer Alabama, accompanying the last syllable of our name with a shell fired over him. The signal being given, the other guns took up the refrain, and a tremendous volley from our whole broadside given to him, every shell striking her side, the shot striking being distinctly heard on board our vessel, and thus found that she was iron. The enemy replied, and the action became general. A most sharp, spirited firing was kept up on both sides; our fellows peppering away as though the action depended on each individual. And so it did. Pistols and rifles were continually pouring from our quarter deck messengers most deadly; the distance during the hottest of the fight not being more than forty yards. It was a grand though fearful sight to see the guns belching forth, in the darkness of the night, sheets of living flame, the deadly missiles striking the enemy with a force that we could *feel*.

The result was the captain surrendered and the vessel was sunk. Need we add more? We think not. Let

us express a hope that, with revelations such as these, and with many others which we might give from the same pamphlet, the honorable epithets of "pluck," "spirit," "courage," and "chivalry," which we are always happy to apply when and where they are really merited, will never again be associated with deceptions so flagrant, cunning so despicable, and conduct altogether so foreign to what becomes gallant or true men, even when engaged in an unworthy cause.



CAPTAIN SEMMES, C. S. A. N.

June 19, 1864.

OUT of Cherbourg harbor one clear
 Sunday morning the cavalier
 Captain Semmes, with his cap a-cock,
 Sailed from the friendly Frenchman's dock.
 Gayly along the rebel came,
 Under the flag of the cross of shame;
 Knight of the handcuff and bloody lash,
 He twisted the point of his red moustache,
 And swore, in English, not over nice,
 To sink our Yankee scum in a trice,
 Or burn our ship, as the thing might be,
 Where the eyes of Cherbourg all should see.
 "Heigh-ho! you don't say so!"
 Whispered his friend, little Jean Crapeaud.

Semmes has been a wolf of the deep
 For many a day to harmless sheep;
 Ships he scuttled, and robbed, and burned,
 Watches pilfered and pockets turned;
 And all his plunder, bonds and gold
 He left for his Gallie friend to hold.

A little over prudent was he
For a cavalier of high degree ;
And Raphael Semmes don't sound, indeed,
As if it came of the purple seed ;
But all the blood in his veins was blue,
And his clay was porcelain through and through.

Heigh-ho ! the Lord doth know
We are but dirt, and our blood's so-so.

What will the doughty Captain do,
With his British ship, his British crew,
His gunners, trained in the "Excellent,"
The guns his cousin Blakely sent,
His shot and shell at Woolwich made,
What will he do with the whole parade ?
Up to the top of his cliffs Crapaud
Had clambered to see the Sunday show ;
And his brother Bull, in his fancy yacht,
Stood off and on towards the fated spot ;
And right across the bold Captain's way
The Kearsarge steamed in her war array.

"Heigh-ho !" said Semmes, "Let's blow
That craft to splinters before we go."

Semmes had heard, with his lip a-curl,
In Cherbourg, that some northern churl,
Backed by a gang of onion-eaters,
Waited the noble negro-beaters.
Shop-keeping, peddling, vulgar knaves,
To stick their heads into open graves !
'Sdeath ! 'Swounds ! 'Ods bodkins ! Ha ! what then,
Will they dare to fight with gentlemen ?
O had I my lance, and shield, and things,
With which I tilted at Sulphur Springs !
Or a troop of horse marines ! Of course,
A knight is nothing without his horse."

Heigh-ho ! this seemed to show
Our hero's spirits were running low.

Straight out to sea the Kearsarge drew,
 And Semmes, who followed all that flew,
 Followed, perhaps by some mistake,
 Close in his foeman's frothing wake.
 But when three leagues were gained from shore,
 Slowly and grimly the Yankee wore;
 And our starry ensign leaped above,
 Round which the wind, like a fluttering dove,
 Cooed low, and the sunshine of God's day
 Like an open blessing on it lay;
 So we felt our friendless ship would fight
 Full under the great Disposer's sight.

Heigh-ho! 'tis well to know
 Who looks on the deeds done here below.

Semmes led the waltz and struck the tune:
 Shots at the sea and at the moon
 The swashing, wasteful cavalier
 Scattered around him far and near.
 The saving Yankees squandered not
 An ounce of powder or pound of shot.
 They held their peace till the guns would tell,
 Then out they burst like the mouths of hell.
 Terrible, horrible! how they tore
 The Alabama, until the gore
 From her bursting scuppers smoked and streamed,
 The dying groaned and the wounded screamed!

"Heigh-ho!" said Semmes, "let's show
 The Yankees the heels we boast of so."

Seven times in that deadly round
 Sped the ships to the cannon's sound.
 The vulture, through the smoke and din,
 Saw the eagle's circles narrowing in;
 And every time her pivots roared
 The fatal bomb-shells came straight aboard.
 His helm was useless, his engine failed,
 His powder was wet, his Britons quailed;

And in his course, like a warning hand,
Stretched forth the flag of his outraged land.
In vain he hoisted his sails to flee;
For each foot he sailed, his foe sailed three.

Heigh-ho! "Why here's a blow!"
Said Semmes, as he hauled his flag below.

Well was it for the cavalier
That brother Bull was lying near.
His vessel with a haughty curl
Turned up her nose, and in the whirl
Of the white sea, stern foremost, tore
As if in scorn of the crew she bore.
Then the thrifty Briton launched his boat,
To pick up aught that might be afloat,
And amongst other less precious spoil,
Fished swordless Semmes from his watery coil;
"Hide me!" the gallant cried in affright;
"Cover me up from the Yankee's sight."

Heigh-ho! they laid him low,
With a bit of sail to hide his woe.

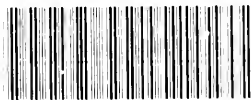
Safely they bore the chief aboard,
Leaving behind his fame and sword;
And then the Deerhound stole away,
Lest Winslow's guns might have a say;
Landed him in Southampton town,
Where heroes like him have had renown,
Ever since Lawrence, Perry and Hull
Took hold of the horns of great John Bull.
Had I been Winslow, I say to you,
As the sea is green, the sky is blue,
Through the Deerhound I'd have sent a shot,
And John might have liked the thing or not.

Heigh-ho! come soon or slow,
In the end we are bound to have a blow.

What said the Frenchman from his hill
After the cannon-shots were still?
What said the Briton from his deck,
Gazing down on the sunken wreck?
Something was said of guns like mortars,
And something of smooth-bores at close quarters;
Chain armor furnished a word or two;
But the end of all was both looked blue.
They sighed again o'er the "Great Contention,"
But never hinted at "Intervention."
One thing they wished, which they dared not say,
"If the fight had but gone the other way!"
Heigh-ho! I told you so!
O! Semmes was a sorry fool to go!"

GEORGE H. BOKER.

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